

## IN THE SPECIFICATION:

Please replace Paragraphs [0025], [0026] and [0028] with the following:

[0025] For this purpose, the struts 4 , 5 can be designed in several parts and can both detect a length change of the struts 4 , 5 , for example, by piezocrystals, and counteract it actively with a short response time. The struts 4 , 5 can also be secured together to a support device 20, which in turn is mounted so as to be movable on retaining bridge 12 and include, for example, a transverse control arm designed as a balance beam that can be pivoted about an at least almost vertical axis with respect to the retaining bridge 12 .

[0026] The support device 20 can be influenced in its pivoting movement about the vertical axis by a control element 21, often also referred to as an actuator, which can be connected at one end to the retaining bridge 12 and at the other end to the balance beam of the support device 20 eccentrically and with a spacing from its axis. The strut ends 10 , 11 can then be coupled to the outer ends of the balance beam.

[0028] This deflection tendency is recorded by the sensing unit, which contains a pressure-voltage converter, and converted to an electrical signal for the actuator, which counteracts the torque on the support device 20 introduced by the external force. Because of this deflection, the two struts 4 , 5 are exposed to compression and tension in counter-phase to each other. Both struts 4 , 5 simultaneously reinforce the auto body on this account and cause active damping. The effect of the external excitation is therefore almost extinguished. The control element 21 and the sensing unit have very short response times, so excitation frequencies of a few Hz to a few tens of Hz can be effectively counteracted.